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PENSACOLA, FLORIDA, WEDNESDAY MORNING, JULY 19, 1905.

GOING AWAY?

When you leave the city for your summer vacation have The Pensacola Journal follow you. Notify circulation manager, Phone 38.

Representative Lamar Will Aid Project.

The following letter from Representative W. B. Lamar will be read with both interest and gratification by the citizens of Pensacola:

Atlanta, Ga., July 17, 1905.
Mr. Frank L. Mayes, Pensacola, Fla.:
Dear Sir—I read with pleasure your article in yesterday's Journal headed "Gulf Port Steamship Line to Panama." You have a wide-awake Chamber of Commerce and a live secretary in the person of Mr. Jones. I will be in Washington City in ten days or two weeks and will lend what assistance I can to your Chamber of Commerce, and Mr. Jones's efforts in the interest of Pensacola.

I note your language in the article that "Pensacola has the deepest water, the best docking facilities, and is the closest Gulf Port to Colon." I agree with you, as to the splendid facilities of Pensacola harbor, and I still think, as Admiral Higginson advised me two years ago, that a stone graving dock, to cost a million or more dollars, constructed at the Pensacola navy yard, is an indispensable element in Pensacola's future trade and commerce.

With the rapid growth of the American navy, such a stone graving dock is still more to be desired. A part of the American navy will always, in the future, be cruising in the Southern waters, and it would be well, indeed, for Pensacola, if it had a stone graving dock, that the heaviest battleships, ranging from twelve to eighteen thousand tons, could enter and be docked, cleaned, painted and repaired. I hope to have an interview, while in Washington soon, with Secretary of the Navy Bonaparte.

I note the expenditure at Charleston, S. C., of a million to a million and a half dollars of improvements at its navy yard. Pensacola, with its splendid harbor and depth of channel on its bar and its nearness to the Isthmus of Panama, with its canal in the future, deserves as much and more than does Charleston. I hope it will be possible to induce the navy department at Washington to recommend the construction of a stone graving dock at Pensacola navy yard. I shall lend my best assistance to accomplish that desired object.

With regards, I am,
Very truly yours,
W. B. LAMAR.

P. S. I am here with my wife, on a visit to her parents, who reside in this city. I hope to leave for Washington City in ten days or two weeks.

W. B. L.

Representative Lamar's interest in Pensacola is extremely gratifying to his friends here and The Journal trusts that his efforts may be attended by practical and definite results.

High Financier Thomas F. Ryan has agreed to sell the Equitable stock recently purchased by him to the Equitable Society for a consideration of 4 per cent profit. This would give Tom a rake off of \$100,000 for his kindness in helping the Equitable out of a hole.

PEARY'S EXPEDITION TO THE NORTH POLE.
Lieutenant Commander Peary's Arctic exploration ship Roosevelt, left New York Sunday and will endeavor to force a passage through the ice to a point within about 400 miles of the pole, from whence the final stage of the journey will be undertaken with dog sleds. Peary did not sail upon the vessel but will join her at Cape Breton, where the final supplies and 500 tons of coal will be taken on board. The Birmingham Age-Herald, commenting upon the trip, has the following to say:

Captain Peary's ship, the Roosevelt, has sailed away, and the captain himself will overtake her at Sydney, Cape Breton. Then will arise public interest in his voyage. Will he reach the North Pole? He is certainly the best-equipped of all the explorers who have sought the North Pole, and his experience in the Polar regions exceeds that of any living man. He is confident of success.

His plan is, briefly, this: He proposes to push the Roosevelt along the west coast of Greenland to the Polar sea, where he will shift his course to the northward and westward until he reaches Cape Hecla,

the northernmost point of Greenland, where he proposes to establish his winter quarters. In the early spring he proposes to push out over the Arctic ocean with dogs and sledges.

The fate of his present journey doubtless turns upon his ability to reach Cape Hecla by September. Here, before he has had to stop three or four hundred miles short of that point, and the task of reaching Cape Hecla overland has been exhaustive. Below the 78th parallel Captain Peary will encounter no difficulties but above that parallel he will encounter a great deal of floating ice, some of it closely packed.

At the 82nd parallel he will enter the so-called open polar sea. The Roosevelt has powerful engines, and the hope is that she can be forced by September to Cape Hecla, which is seven degrees, or 420 nautical miles, from the Pole in a bee-line.

But beyond Cape Hecla lies a hard road to travel. It is a road full of ridges and canals. Captain Peary started from Cape Hecla in 1902, and in making eighty miles in a straight line towards the pole, he was compelled to travel over three hundred miles. The explorer is confident the sledging will become easier as he advances, and he may attempt to get a start from Cape Hecla before the sun is visible. He has done in the past no little Arctic traveling by moonlight.

STARTLING FIGURES OF RAILROAD CASUALTIES.

Some startling figures are given by Accident Bulletin No. 15, just issued by the Interstate Commerce Commission, covering the first three months of the present year. During that period there were 28 passengers and 204 employees killed and 1,651 passengers and 2,062 employees injured in train accidents. Other accidents make in all 232 persons killed and 3,713 injured in train accidents. Other accidents to passengers and employees, not the result of collisions or derailments, but 21, 1904. The total number of collisions and derailments was 3,108 (1,787 collisions and 1,321 derailments), of which 284 collisions and 177 derailments affected passenger trains. The total number of employees reported killed in coupling and uncoupling cars during this quarter was 62.

There was a decrease of 42 in the total number of persons killed as compared with the quarter ending December 21, 1904. The total number of collisions and derailments was 3,108 (1,787 collisions and 1,321 derailments), of which 284 collisions and 177 derailments affected passenger trains. The total number of employees reported killed in coupling and uncoupling cars during this quarter was 62.

W. B. L.

The Journal Printed During June, 1905, a Total of 117,100 COPIES or an average 4,504 DAILY

The following figures show The Pensacola Journal's circulation for each day during the month of June, 1905, with the average number of copies daily:

June 1	4,600	June 16	4,450
June 2	4,450	June 17	4,450
June 3	4,450	June 18	4,700
June 4	4,700	June 19
June 5	June 20	4,450
June 6	4,500	June 21	4,450
June 7	5,000	June 22	4,450
June 8	4,450	June 23	4,450
June 9	4,450	June 24	4,700
June 10	4,450	June 25	4,800
June 11	4,700	June 26
June 12	June 27	4,450
June 13	4,450	June 28	4,450
June 14	4,450	June 29	4,450
June 15	4,450	June 30	4,450
Total for the month.....117,100			
Average per day.....4,504			

I hereby certify that the above statement is correct according to the records on file in this office.

H. R. SMITH,
Circulation Mgr.

Sworn to and subscribed before me this 30th day of June, 1905.
J. P. STOKES,
Notary Public.

WHY MR. LOOMIS WAS RETAINED.

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CECELIA'S CAKE

By ETHEL BARRINGTON

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ed for his master. "You shouldn't believe all you hear. Now, I understand that Laurence—oh, yes, I call him so just to myself—has sisters?"

"Heaps. Five, and—one more," acknowledged Cecilia as she commenced mixing the cake.

"What is 'one more' like?" he asked, with interest.

"The youngest and the worst," she confessed, splashing the eggs recklessly. The valet retreated to a safe distance.

"It looks an awful mess. Is that the way they make wedding cake?"

"Wedding cake! What has that to do with the subject?"

"Nothing. It just came into my head."

"Then put it out. Poor men cannot afford extravagance, and wedding cake is a never ending expense. Mr. Ashton should hear you."

"I am following his example. I know he is going to make desperate love to one of the daughters."

Cecilia tested the oven. It must have been hot, for her cheeks were red as she returned to the table.

"He is not scared by numbers?" she asked, with discreetly lowered eyes.

"No, because he concentrates. He will see only one." Cecilia was silent. It was quite a trick, turning the mixture into the pan. She went to the dresser for a larger spoon. Her guest began digging